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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

February 6, 1984

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

Dear Members,

I know were late again, but now you can blame me 100% because your response to my plea for mail was fantastic. I have enough material to do issue #7 now. I am a little behind on this issue because of a bad bout with the flu and my restoration business. It seems when I could muster the strength to get out of bed and go to the shop, that the work load was more than my energy could stand. Well my health is back to normal and so is the shop, so I am going to try to get the nine issues completed very soon so we can get on with 1984. I have been getting a lot of checks in the mail from the members to renew for 1984. Please do not send your renewals in until I request them in the Newsletter. I am holding the checks I have until we start the '84 season. I'll let everyone know well in advance so your membership will not expire. You have all paid for nine issues and you will receive them if it kills me, so be patient and keep sending me material to print. There are some letters in this issue from the members about different things I might do to improve the Club for 1984. The one that strikes me as the most important is from Dick Parks #169. He has suggested that if I don't have enough material to print the normal size Newsletter, then Print what I do have, regardless of size, and go on. At least this will get us on an even schedule and the members might start sending in more information to print the following month. This makes a lot of sense, So be ready for some small Newsletters If the mail ever slows down like it has in the last few months. By my waiting until the material was large enough, it has made a lot of the members un-happy because they didn't receive their Newsletter when they should have. It also is always on my mind because I know that you deserve what you paid for and I haven't delivered as promised. We must all pitch in a little so we can keep this great organization together. With out the member input, all I can do is stare at this damn typewriter, and I've got better things to do than that. I also like Dick's idea about picking ten members per month and sending them a direct request for a story about their car. This will require someone to give me a hand and as they say "take the bull by the horns". I could send one of you a computer list of the members and then they could send the letters and keep track of things for me. We can prepare an outline the members could follow in order to write their story easily. Please someone help me.....It would save me a lot of time if one of you would coordinate this for the Club. Then you could send me the material each month for me to publish, and then send out another ten requests. It's a great idea, but I just don't have the extra time to take on any more paperwork.

Please read carefully the article from John Steed regarding our 1984 National Meet. I would very much like to Host this event, But I want to see a lot larger turn out than 35. Check your calendars and If there is any way you and your Buicks can make it, please write John right a way so we can make the final decisions. I would also like to see one of our West Coast members organize a meet on the west coast because obviously those members can not drive to the mid west for a week end at Daves house. I will help set up the meet with anyone interested. Please write or call me if anyone out there has an interest.

Well it's getting late so I am going to bed and will get this issue to the printer so we can get it in the mail. Talk to you all soon..

Thanks

Dave



1937 BUICK 80C ROADMASTER CONVERTABLE...OWNED BY JAMES HERNKE #235

Dear Dave,

I am sending you a picture and a short story about my car. It all started about 11 years ago when I purchased a 1937 Buick 80 series car. I had been looking for several years for a 1937 Buick convertible to restore. I tracked down several leads and found them to be nothing but parts cars. Then in February 1973 in Hemmings Motor News I spotted an Ad for a 1937 Buick Roadmaster Convertable. I called the seller, and got what I thought was an accurate description of the car. The next day I headed south some 425 miles to Evansville, Indiana to check out my treasure. Upon inspection of the car, I was really disappointed. I talked to the owner briefly, then made an offer, which was not accepted, and headed home. Once I got home I just couldn't get the car out of my mind. After much thought, I called the owner, and we agreed on a price and I sent him the down payment. It was about three months later before I had the time to pick up the car.

When my brother and I arrived to pick up the car, I decided to try driving it back to Wisconsin. The trip went well, except the covering from the convertible top flaked off and we were left with a top that looked like cheese cloth, and I ran out of gas. When we finally arrived home my wife took one look at the car and really had her doubts, but I could see this car could really be a beauty.

The next seven years were spent rebuilding the car. The mechanical work went fairly well, anything questionable was replaced and missing parts were made up. My dad and father-in-law made up all the needed woodwork. The top and interior were done by a local upholsterer, who did a great job. The rest of the work I managed to do myself. I started painting the car a bright red, which my wife didn't approve of, and she managed, in talking about the car with her friends, to find an original Showroom poster, which showed the car painted beige. I checked the car for the original color number, which was samarra beige #508, pulled the engine, sandblasted the firewall again, and painted it the original beige color. I can really thank my wife for insisting I stay with the original color, as we have had many favorable comments on it.

The first time out on the road proved to me that all the time and money spent was a good investment. In June 1980, I entered my beauty in the National Buick Meet in Homewood, Illinois. The real thrill came at the banquet dinner, when it was announced that we took first place in the 1936-39 class. There isn't much more to say except we do drive the car a lot in summer for local meets and usually take it to Buick or National AACA meets, and really get a lot of enjoyment out of it. I guess all I have left to say is, "I'm another proud owner of a 1937 Buick".

James Hernke #235





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

CARS FOR SALE

1938 BUICK OPERS COUPE



1938 BUICK SPECIAL 46-S COUPE...OPERA SEATS, ORIGINAL RADIO, HEATER, DEFROSTER AND CLOCK. NEW BLACK PAINT JOB IN 1978 ALONG WITH NEW BRAKES, TIRES, WIREING, UPHOLSTERY, SHOCKS AND EXHAUST SYSTEM. THIS CAR IS IN EXCELLENT CONDITION. PRICE IS \$4,400.00.

JAMES RUFENER #87

Rt 1

ISLE, MN. 56342

612-679-1619

RUST FREE BUICK FROM WYOMING...1937 BUICK SERIES 41

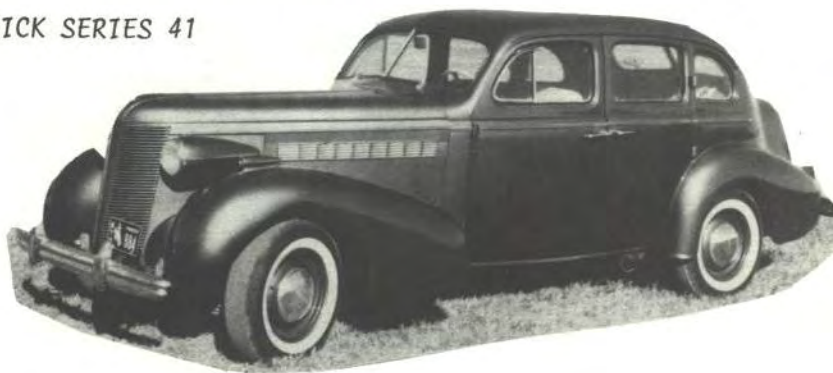
REPAINTED IN 1974 AND THEN PUT IN DRY STORAGE. A GOOD SOUND ORIGINAL CAR...

PRICE...\$2,200.00

JAMES DAVIS

P.O. BOX 56

HUNTLEY, WYO 82218



WHEN BETTER AUTOMOBILES ARE BUILT.. BUICK WILL BUILD THEM

CARS FOR SALE



1938 BUICK SPECIAL MODEL 41...DUAL SIDEMOUNTS...SELF SHIFTER...

Dark Blue with original Interior. New Front Floor Mat. Motor Completely Rebuilt 1000 miles ago. Also has many extra parts including extra Transmission. See September 82 Buick Bugle on Page #7..

J.V. Cavanaugh
 7159 Wildhorse CIR.
 Sarasota, FL 33581
 813-922-1217



1937 BUICK SPECIAL SERIES 41...Old Restoration, But Body Straight & Rust Free. Needs Paint Job & Both Bumpers Rechromed. Everything in Dash works except Clock. Good Interior and Good Running Condition. Priced at \$3,000.00..Send S.A.S.E. For more details.

J.M. OROPEZA #400
 611 Daffodil
 McAllen, TX 78501

1937 BUICK FOUR DOOR FASTBACK. This is a good clean and running car. With this car is four new wide whites, four new hubcaps, new runningboard moldings and about \$600.00 worth of Lynn Steel Rubber Parts. Extra Parts Galore, Mostly Restored. Working Radio. All costs are documented and I have \$4,000 invested...Will take \$3,000.00...

Richard Buteay #15, 538 Todd Loop, Los Alamos, N.M. 87544...505-672-9057



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

The following parts are left over from my parts car which is a 1937 series 47 4-door fast back;

Rear End with drive shaft, springs & Brake drums...\$50
Engine, Stuck and no accessories...\$50
Spark Plug Cover...\$40
Nose Skeleton, no chrome & Needs Work...\$15
Radiator, no cap \$50
Hood with side louvers, no center hinge \$40
Two Frt. Fenders, non-welded, O.K...\$40 ea.
R/R Fender, O.K...\$40
Front Bumper...\$35
Rear Bumper, need work...\$30
Trunk Lid, Light & Hold open hidge., Gd \$50
L/Running Board, Gd Brkts, Needs Cleaning \$40
R/Running Board, Ls Frt. Brkt., Nds. Clen. \$30
Garnish Moldings, Good \$7 ea.
Air Cleaner...\$5
Gas Tank, Sml. Hole near Drain, No Goose Neck \$20

Can Not Ship Large Items....

Leo Amarantes #105
66 Haskell St
Fall River, Mass. 02720

ENGINEERING INFORMATION FOR FACTORY
ZEROX COPY NOT BOUND... \$15
1938 BUICK CENTERLINE RADIO BOOKLET...\$8
1938 BUICK PARTS SUBSTITUTION LIST...\$2

ALL THREE COPIES FOR....\$22.50 P.P.

PAUL CUSANO #52
266 PASSAIC AVE.
HARBROUCK HEIGHTS, N.J. 07604

1937 PARTS FOR SALE

REAR TRUNK LIGHT WITH LENS...\$35
SAME AS ABOVE WITHOUT LENS...\$15
RADIO GRILL, FAIR CHROME \$10
REAR TAIL LIGHT LENS & FRAME...\$10
SET OF 6 WINDOW CRANK HANDLES...\$25
HOOD ORNAMENT, NDS CHROME \$10
RADIO BLANK PLATES \$3
CENTER NOSE EMBLEM, NDS CHROME \$10
HORN RING CENTER BUTTON, NDS CHROME \$10

ALL PLUS SHIPPING...

MIKE EAGLESON, 73 DOUGLAS ROAD
GLEN RIDGE, N.J. 07028, 201-748-3216 AFT. 8P.M.

1938 Buick Clock..Looks Nice, But does not work...\$25

1938 Buick 40 Series Transmission, Complete Condition un-known...\$100.00

1938 Buick Hubcaps (4), Good Shape \$100 set

1938 Buick 40 Series Hood Chrome for sides of Hood (57" long) \$50 for pair.

TERRY TATUM #37
BOX 14758
OKLA. CITY, OKLA 73113
405-722-7903

37 Trunk Lid, Sandblasted...\$50
37 Frt. Drs Mdl. 41, Sandblasted \$75 set
37 Trunk Lid Hold Open Hidge \$5
37 Trans Floor Cover, 40 ser \$5
37 Emergency Brake Handle \$5
38 Century R/S Engine Splash Pan \$15
38 Century Tran Flr Cover \$5
38 Lic. Plate Light Lens & Cover (2) \$5
38 R/S Tail Light, Less Lens \$10
38 Spare Hold Dwn Brkt \$5
38 Glove Box Door \$5
38 Firewall Vent \$5
38 Emergency Brake Handle \$5
38-40 ser. Running Board Mldg. (1) \$20
38-40660 Ser. R/B Brackets \$25 set
38-40660 Front Bumper \$40
38-40660 Rear Bumper \$40
38 Brk & Clt. Pedal Ass., Cleaned & Bushed \$20
38-40660 Rear Bumper Brackets \$20 set
38 Dome Light & Lens \$10
38 Dome Lens Only \$5
38 Ash Trays \$10 set
38 Hood Sides for Limited, Less Louvers \$30 &
38 Century Hood Sides \$45 set
38-60 ser Nose Skelton \$45
37/38 16" Wheel Trim Rings \$8 ea.
38 Park Light Base only \$2
38 Tail Light Base only \$2
38 Ring that holds Horn Button in \$5
38 Bumper Guard \$15

DAVID BYLSMA
7895 HUGUENOT COURT
SEVERN, MD. 21144

ALL PRICES PLUS SHIPPING

PARTS FOR SALE

1938 BUICK PARTS..

2-Used Dist. Caps \$3 ea.
 1-Used Fuel Filter & Housing \$3
 1-Clutch Rod (To Throw Out) \$5
 1-New Trans Rubber Shift Boot \$5
 2-Good Used Tie Rod Ends \$5 pr.
 1-Good Used Throw out Bearing \$10
 1-Good Used Interior Dash Light Switch \$5
 2-Used Brake & Clutch Pedal Rubbers \$5
 1-Good Used Radio Bezel (Trebel/Base) \$20
 1-Used Sidemount Inside Hold Down Bracket \$20
 2-Good Used Park Light Lens \$10 pr.
 1-Fair to good Center Grill Emblem \$15
 1-N.O.S. Trans Gear #WT18712A (First Gear ??)
 1-Running Board Stainless Molding, Rough \$5
 1-R/S Sill Plate (Coupe), Rough \$5
 1-Center Hood Strip, Rough \$5
 16- Used Hyd Lifters 49/53 Straight 8. 12 Good
 and 4 are bad..\$75 for all

TERRY TATUM #37
 P.O. Box 14758
 OKLA. CITY, OKLA. 73113
 405-722-7903

38-60&80 Series Transmission..\$150
 38 Self Shifter Manual..\$30
 37/38 40 Ser SparkPlug Cover \$40
 37-40 Series Hood \$35
 37-80 Series Hood \$35
 37 Buick 4-Door Title (Wisconsin) \$35
 37-80 Series Rear Fenders \$100 ea.
 37-80 Series Rear End Assembly, Overhauled \$375
 37-40 Series Radiator \$30
 37/38 40 ser. Rebuilt Master Cyl \$40
 37-40 Ser. Steering Gear Assembly \$35
 37-40 Ser. Intake & Ex Manifold \$50
 37/38 40 ser Sidemount Tread Cover \$25
 37/38 80 Series Sidemount End Cover \$25
 37/38 60-80 N.O.S. Air Cleaner Elements \$30 ea.
 38 N.O.S. Rear Shocks \$60 set
 37 40-60-80 Series Heater \$20
 38 40 ser Engine ass. with rebuilt head \$200

JAMES HERNKE
 S43 W22151 Beeheim Road
 Waukesha, WIS. 53186
 414-542-3532

37 Rear Lic & Stop Lens \$15 ea.
 37 Tail Light Assemblies \$20ea.
 37 Bumper Guards \$10 to \$20 ea.
 37 Hood Side Louvers \$30 ea.
 37 Hood Ornaments \$10 to \$25 ea.
 37 Door Handles \$10 to \$25 ea.
 37 Clocks \$10 to \$20 ea.
 37 Dash Gauges \$10 ea.
 37 Used Heat Gauges \$40
 37 Chrome Vent Wind., Frt & Rears \$15 to \$30 ea.
 37 Hood Hinge Strip, 40 ser \$40
 37 Spark Plug Cover, 40 Ser \$35
 37 Stainles Moldings \$20 to \$45 ea.
 37 Steering Wheel, Sm Crks \$55
 37 Horn Button Assembly \$15
 37 Grill \$50 ea.
 37 Center Grill Stainless, \$25 to \$100 ea.
 37 Park Lights..\$80 pr.
 37 Park Light Chrome Only \$20 to \$35 ea.
 37 Hub Caps \$25 to \$35 ea.
 37 Radio Grill, Very Good \$10
 37 Long Battery Cables, N.O.S. \$20 ea.
 37 Fuel Tank Sending Unit \$20
 37 Bumpers \$40 ea.
 37 Headlight Cans, Reflectors & Drs..\$150 pr.
 37 16" Wheels \$40 ea.
 37 Wiper Transmissions \$15 ea.
 37 Cigar Lighter \$25
 37 Sun Visors \$15 ea.
 37 W/S Wiper Knobs \$10 to \$25 ea.
 37/38 Front & Rear Fenders \$40 to \$90 ea.
 37/38 Radiators, 40 Ser \$60 ea.
 37/38 Ex. Manifolds, 40 ser \$60 to \$100 ea.
 37/38 Window Regulators \$15 ea.
 37/38 Air Cleaners, 40 ser \$20 to \$25 ea.
 37/38 Engine parts...Negotiable...
 37/38 16" Wheel Trim Rings \$8 to \$20 ea.
 37/38 80 Ser Sidemount Hold Down Cup \$25
 37/38 Frt & Rear Vent Frames \$10 to \$25 ea.
 37/38 Trunk Hindges \$10 to \$20 pr.
 37/38 Arm Rests \$10 to \$15 ea.
 38 Hub Caps \$5 to \$30 ea.
 38 Center Grill Stainless \$15
 38 Hood Louvers \$20 to \$30 ea.
 38 Hood Ornaments \$10 to \$25 ea.
 38 Radio Grills \$20 to \$30 ea.
 38 Dash Gauges \$10 ea.
 38 Repo Trunk Handle with key \$20
 38 Coupe Trunk Handle Bezel, Rechromed \$35
 38 Clocks \$10 to \$30 ea.
 38 Bumper Guards \$20 ea.
 38 Cigar Lighter \$25
 38- Four Bumper Guards, new re-chromed \$125 se

PARTS FOR SALE

DON GUST AD FROM LAST PAGE...

Many, Many More 37/38 Buick Parts.

S.A.S.E. ONLY FOR REPLY TO YOUR NEEDS..

PACKAGEING, INSURANCE AND SHIPPING ARE ADDITIONAL

DON GUST #43
RT 1, BOX 161
BEECHER, ILLINOIS 60401
312-946-2856

1938 Tail Light, Good \$5
1938-40 ser N.O.S. Shocks Front \$125 pr.
1938 Rear Shocks, Reconditioned \$50 (40 ser)
38 Glove Box Lock \$5
38 Ash Tray (Back of Frt. Seat) \$5
38 Tail Lamp Lens Retainer \$3
38 Brk & Clt. Pedal Rubbers, Repos \$5 pr.
38-40 Ser Windshield Rubber, Universal \$10
38 Interior Dr. & Wind. Handle Set \$75
38-41 Belt Molding Set Compt. \$125
38 Steering Wheel & Horn Button \$75
37 (40-60-80) 38 (40-60) Dome Lamp Ass. \$15
38 Clock \$20
38-41 Trunk Lid & Handle, Needs Work \$30
38 Battery Box Bottom, Minor Holes \$5
38-40 Ex & Int. Man \$40
38-40 Hood & Sides \$60
38-40 Nose Skelton \$40
38-40 Center Hood Strip, Fair \$30
38-40 Engine Splash Pan \$15
38-40 Air Cleaner, Some dents top \$20
38-40 Defroster Air Inlets \$5 pr.
38 Dash Inst. Cluster with Oil & Amps \$25
38 Clock Excellent \$35
38 Hood Hold Open Brkts \$10
38 Dist #1110801 \$50
38-40 Fuel Pump 504AF \$30
38 Spare Tire Clamp & Bolt \$6
38 Gas Tank, Dented on Bottom \$30
38-40/60 Rear Fenders, dented, but O.K. \$50 pr
38-60 Front Fenders, Non Welled. Both are useable. R/F has Crease & Splits on bottom edge \$75 for pair.
38-40 L/Fender, Frt. with brace. Hole at Parl light \$40

next column.....

38-40 All Garnish Moldings \$40
38-40 Water Pump & Fan Ass. \$30
38-40 Gas Pedal & Rod \$5
38 Cowl Vent Lever Handle \$5
37 Radio \$60
37- 40&60 Non Welled Frt Fdrs, Gd \$150
37 Bumper Guards 1-Good, \$10, others \$5 ea.
All are Rechromable...
37 Tail Pipe Hanger/Clamp \$3
37 Red Trunk Light Lens \$10
37 Steering Wheel & Horn Button \$75
37 Clock \$10
37-60 Hood \$60
37-80 Hood \$60
37-80 Nose Skelton \$50
37-60-80-90 Air Cleaner, has hole \$20
37-60 Garnish Moldings Complete set \$100
37-60-80-90 Water Pump \$35
37 Light Switch \$5
37 Instrument Cluster \$40
37 80-90 Cowl Vent Cover Ass. \$10
37 Horn Brkts, \$10 pr.
37 Center grill emblems, needs restored \$10
37-80 Dash Stainless strips (4) \$10
37 Tail Lamps Cpmplete \$30 pr.
37 Trunk Light with Lic. Brkt \$35
37 Trunk Lid Light \$30
37-80 Headlight Mldg for Left Side \$5
37-40-60 Rear Vent Hndls \$6 pr.
37-40-60 Trunk Lid & Handle \$60
37-40-60 Trunk Lid Hold Open Brkt. \$10
37-80 Frt Door Inside Handles, Plastic \$20 set
37 Small Ser Ign Lock \$15
37-80-90 Rear View Mirror, Nds Work \$2.50
37 Glove Box Door \$5
37 Radio Grill, Slt. Pitts. \$10
37 Map Light Cvr & Ash Tray, Nds Wrk. \$2 ea.
37-60 Chrome Robe Rail & Ash Tray \$30
37/38 Outside Door Hndls, 3 for \$10
37/38 40-60 Trunkback Trunk Hindges \$10
37/38 Repo Trunk Hindges \$10 ea.
37/38 R/Frt Window Reg \$20
37/38 Horns \$20 pr
37-40-60 & 38-40 Rear View Mirror \$5
37 40-60-80 Dome Lamp Ass. \$12.50
37/38 Headlight Lens Left \$10
37-38 Headlight Doors, Nds Repair \$5.00 ea.
Many Many More 37/38 Buick Parts.....

ALL PRICES PLUS SHIPPING.....
S.A.S.E. FOR REPLY...
ROBERT HOWITT #28
Rt4, BOX 575
SOUTH BOSTON, VA 24592
804-575-7398

1937 Century..Need the correct Radiator
and Cap...

Leo Amarantes
66 Haskell Street
Fall River, MASS 02720

1938 Buick Series 40...
Only Very Good or Better....
PLEASE..

Park Lights or at Least Chrome
Hub Caps
Headlight Switch
First & Reverse Slide Gear

J.A. Haggland #299
P.O. Box 118
Maitland 7405
Cape, R.S. Africa

1938 Roadmaster Model 81

Trunk Lid without Rust or Dents
Set of Inside Window Garnish Moldings

J.D. Kucera
2342 Kensington Ave
Westchester, Ill 60153

1937 Model 41 Buick

Good Useable Gas Tank & Sending Unit
Back Seat Ash Tray

1938 Buick...
Radio or Dash Cover for Hole.

Dr Arthur Karpinski
511 Bank of Auburn Bldg.
Auburn, N.Y. 13021
315-252-6121

1937 60C or 40C...

Need all Window Frames
Front and Rear Seats

Doug Nelson
761 Hylo Rd S.
Salem, OR

PARTS WANTED

1938 Buick..

Need the Chrome Radio Bezel which says "Local
Long Distance. Must be from 38 Buick and in
good condition. Top Dollar Paid....

Terry Tatum
Box 14758
OKLA CITY, OKLA 73113
405-722-7903

1937 Roadmaster series 81...

Front and Rear Bumpers in replatable cond.
Also need two Bumper guards for same. Also
need inside rear view mirror and medallion
in center of Horn Button..

Larry McGray #429
248 N. Main St.
Oconto Falls, WI 54154
414-846-3424 (H)
414-846-3426 (W)

CAR WANTED....1938 Century 4-Door Convert.
or Convertable Coupe. Want a Mint Original
or a quality restored car...

Ed Hegarty
400 West Gertrude Ave
Richmond, CA 94801
415-232-0197

1938 Model 91-L...
Spark Plug Cover From Large Series Engine
2-Ash Trays for Rear Arm Rests

I have two small series Spark Plug Covers I
will trade for one large series cover...

Glenn Seymour
8 Cedar Street
Potsdam, N.Y. 13676
315-265-6985

1937-40 Series...Need a Fuel Tank Sending Unit
or at least an undamaged upper 1/2 for reostat.
Left Rear Bumper Brace..

AL KINDBERG #337
R.D. 2, BOX 48A
WHEELING, WV 26003

TOO LATE TO CLASSIFY

1938-40 Series...PARTS WANTED

Want to buy a rear gravel deflector. Either in good condition or one useable for a pattern to make a new one from.

Tom Jones #228
2941 Old Wharf Rd.
Suffolk, VA 23435
804-484-5232

1937 80C Convertible..PARTS WANTED

Front & Rear Seats With Front seat tracks & Movement apparatus.
Correct Right & Left Rear Ash Trays
Runningboard Moldings
Rear View Mirror & Mounting Bracket
Convertible, Interior Windshield Chrome Moldings.
All Four interior Door Panels
A decent Fuel Tank
Robe Strap & Hardware for Roadmaster
Front Lic. Plate Mounting Bracket
1 or 2 Original Park Lens, Not Repos...
A decent original Gear Shift Knob.
Windshield Wiper Transmissions & Motor in Good Condition.

Mike Eagleson
73 Douglas Road
Glen Ridge, N.J. 07028

PARTS FOR SALE....

From 1938 Buick 40 Series Sedans..
41 Series Trunk, Rusty, but Useable \$15
47 Series Trunk Lid..\$15
38 Grill Half, Left Side, Nds Chrm \$15
38 Grill Half, Repo., Needs Chrm, \$15
Small Series Air Cleaner, Dry Type, \$15
I have two gas tanks for sale when I get the cars up in the air. If they are O.K., I'll sell them for \$15 ea. Inquire in April.
2-Small Series Spark Plug Covers, \$15 ea.
Front Bumper & Two Guards, Nds Chrm., \$20
Rear Axle Ass., Inquire in April..\$35
Transmissions for Small Ser., Inquire in April, They will run \$30 ea.

I will sell both Parts Cars and all above listed to the first person who will send a check for \$100.00, No Delivery on Cars..Sorry.

NEXT COLUMN,,,,,

FROM LAST COLUMN...

PARTS WANTED....

Large Series Spark Plug Cover
Front And Rear Brake Drums for 38-90 Series
One or two 90 Series Wheels, not same as 80's.
Any Mechanical Parts for 38-90 Series...

Glenn Seymour #345
8 Cedar Street
Potsdam, N.Y. 13676
315-265-6985 Between 7 & 11 P.M.

PARTS WANTED....

1937 SERIES 80...
All Three Emergency Brake Cables, New Only...
Front End Upper Pin Kits
Front End Lower Pin Kits
Lower Inner Shafts & Bushings
New Wheel Cyl., (4)
New Master Cyl.
Mint or N.O.S. W/S Wiper Transmissions
& 1/4 " Trico, New Wiper Blades
Trico Wiper Arms, New..
King Pin Set

DAVE LEWIS RESTORATION
3825 SOUTH SECOND STREET
SPRINGFIELD, ILLINOIS 62703
217-529-5290

PARTS WANTED...

1937 Century Convertible Coupe...
Large Series Spark Plug Cover...
Interior Sunvisors for Convertible. Want to buy or at least borrow one to re-produce....

John Steed #132
6274 Bluff Acres Dr.
Greenwood, IND 46142



Style in steel

YOU may think twice about a car's safety—but you look at them all for style, as well. That's how the Unisteel Body by Fisher wins you over... Your own eyes show you it's outstandingly smart. Your good sense tells you it's superlatively safe... For in its construction, steel is fused soundly to steel, forming a sturdy, solid steel unit... Within this glorified steel structure is luxurious comfort—wider seats, full-vision windows, room to lounge... Fresh air is always on tap, in fair and stormy weather, thanks to Fisher No Draft Ventilation, while noise and heat and cold are strangers to this shock-proof body with effective insulation standing guard... You'll find this smartly styled, impressive masterpiece in steel on the new General Motors cars—the *only* cars with the Unisteel Turret Top Body by Fisher

The popular suggestion, "Better buy Buick," is based on many features—and among the most important is its Unisteel Turret Top Body by Fisher.



ON GENERAL MOTORS CARS ONLY:
CHEVROLET • PONTIAC • OLDSMOBILE
BUICK • LA SALLE • CADILLAC

Support Our ADVERTISERS

ANTIQUE CARS AND PARTS
UPHOLSTERY CARPETING
CONVERTIBLE TOPS



Bob's Automobilia

RD 2, Box 137
Annandale, New Jersey 0880
201-236-2403

Floor Mats

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SATISFACTION
GUARANTEED
EXACT FIT FOR
ALL 40-60 SER.
1937 and 1938

80-90 SERIES FIT WITH COWL PAD MODIFICATION



DEAR 37/38 BUICK CLUB MEMBERS,
AS YOU KNOW I PURCHASED THE RIGHTS TO MANUFACTURE THE FRONT FLOOR MATS FOR 37/38 BUICKS FROM DAVE A FEW MONTHS AGO. I ALSO PURCHASED THE REMAINING MATS FROM DAVE AND HAVE SINCE SOLD THE LAST OF THOSE MATS. IT IS MY INTENTION, IF ENOUGH INTEREST, TO MAKE ANOTHER RUN OF THESE FINE MATS. IF YOU ARE INTERESTED IN OBTAINING ONE OF THESE FLOOR MATS FOR YOUR 37/38 BUICK, I WILL BE ACCEPTING DEPOSIT CHECKS FOR \$25.00 TOWARDS THIS PROJECT. NO ONES CHECK WILL BE CASHED UNTIL WE HAVE AT LEAST 20 PEOPLE THAT ARE WILLING TO PURCHASE MATS. AFTER WE REACH THIS GOAL IT WILL ONLY TAKE ABOUT THREE WEEKS TO MAKE THE RUN. I NOW HAVE SIX DEPOSITS HOLDING AND WILL PROCEED AS THE DEPOSITS COME IN. PLEASE ACT NOW IF YOU ARE INTERESTED.

THANKS, BOBS AUTOMOBILIA

BOB'S AUTOMOBILIA IS ONE OF THE MAJOR SUPPLIERS OF TOP QUALITY BUICK PARTS.....

BELOW IS A SAMPLE OF JUST SOME OF WHAT BOB CARRIES.

1938 BUICK MAP LIGHT COVERS.....\$35	37 INSTRUMENT PANEL GLASS, SILK SCREEN
1937/38 CENTER HOOD STAINLESS.....\$99	DECALS FOR TEMP, GAS OIL SPEED & BATTERY
DOOR SILLS, CUT TO LENGTH (45")....\$30pr.	COMPLETE SET OF DECALS.....\$10 set,
GRILL & CENTER STRIP EMBLEMS.....\$25	INCLUDES CLOCK
NEW BANJO STEERING WHEELS.....\$225	CONVERTABLE TOP MOULDING, BRASS OVER LEAD,
DOOR HINGE PIN & BUSHING KIT.....\$2.50 ea.	WITH NAILS INBEDDED.....\$8.50 Ft.
OUTSIDE DOOR HANDLE RET. Screws,	STEERING COLUMN TO FLOOR GROMET, BLACK....\$6
STAINLESS STEEL.....\$0.50ea	SIDEMOUNT NUTS, CAD PLATED.....\$4 ea.
37 RADIO GLASS, SILK SCREEN.....\$14	FRONT FLOOR MATS.....\$150

AND WE ALSO CARRY THE FOLLOWING.....

RUBBER MOUNTING PADS....HEADLINERS....CONVERTABLE TOPS....UPHOLSTERY....ENGINE PAINT..
DECALS...LITERATURE....BUICK LOCK ROLL HOSE CLAMPS...WIRING HARNESSSES...DASH AND DOOR
PLASTIC KNOBS AND MUCH MUCH MORE...CATALOG \$2.00..SEND FOR YOURS NOW.

DOOR SILLS

CHEMICALLY ETCHED

I WILL CUSTOM MAKE SHOW
QUALITY SILLS, ETCHED & SHAPED
AS THE ORIGINAL. SATISFACTION
GUARANTEED OR YOUR MONEY
BACK. PATTERNS AVAILABLE FOR
THE FOLLOWING:

1937-38	2 Dr.	Sedans Model 44, 48, 54, 58	95.00
1937-38	2 Dr.	Coupe, Conv. Model 46, 46C, 46S, 66C, 66S	95.00
1937-38	4 Dr.	Roadmasters	125.00
1937-38	4 Dr.	Sedans, 4 Dr. Conv. Model 40C, 41, 47, 60C, 61, 67	125.00

RAYMOND P. KUEHN
81 GRAHAM AVE.
NORTH HALEDON, N.J. 07508
201-423-1196
SASE

Dear Dave,

Find enclosed \$20.00 for my '84 dues. I sure hope it's not in vain. By reading your "editorial" in the last Newsletter, It appears the Club is on thin ice. It would be a dirty shame if it folded. Getting the Newsletter is one of the few things I look forward too. I'm just a big dummy here in the West Virginia Hills, and have very little to contribute. I could write a story about my neighbors wife, and her good looking daughters, but it would be to much excitement for the older members and the younger ones would probably pester me to death, wanting their phone number. Not to mention my wife would get jealous and raise hell.

Hang in there man..a lot of us are counting on you..Make the "Letter" every three months if you have too. We just have to keep this Club together somehow as It's definitely the best one around.

AL KINDBERG #337

Dear Al,

Thanks for your strong vote of confidence. I appreciate it..Your humor has brightened up my day and inspired me to sit down and start typing again, so don't say you have nothing to contribute, as you have sure helped me. I feel the Newsletter will go on. My only objection in the past is I hated to publish a small Newsletter, so I have waited for the members to send me enough information to keep it interesting. The draw back to that has been the constant delays in publication. I am going to take the members suggestion and from now on I will publish what we have and If the members don't approve, then they better start mailing in their contributions to print more. HOW ABOUT IT MEMBERS...Do you want a 30 page Newsletter or a three page one???? It's up to you....Thanks Al..

Dave

Dear Dave,

This is in responce to your request for mail and also to say a few things. First off, my '37 model 46S is the one I wrote in about a long time ago. It has a Chevy V-8 with automatic transmission, camaro rear end, camaro disc brakes on the original '37 front end, with the body remaining primarily stock in appearance. This car is really not too far from completion, but I've been working on my 1951 Buick Super Woody Wagon since then which involved more work and time than I had figured on. Since I do most of my own work, it takes quite a bit of time to restore or re-work more than one car at a time. In the spring, I discovered a problem on the '37 that was going to require some "Sit down and think about it" time. So rather than slow the restoration on the Woodie down, I decided to get busy on the needed items on it while thinking about the '37 problem. Now I'd like to have the time to write monthly letters to your Newsletter, The Bugle, Streetrodder Magazine, Etc Etc, Plus read them all the day I get them, plus earn a living, mow the grass, wash my car and on and on. Since I am single, I have to fit things in as a priority dictates and sometimes both the '37 and the '51 don't get touched for a couple of weeks or so. Now I'm sure that I'm not the only club member with this problem, and with the economy the way it's been the last couple of years, I'm sure I'm not the only club member that has been out of work for part of that time or had tight financial times or both. Now I've been back to work since the first of this year, but it took til about august, to get caught up to where I could start putting any serious money and time in my cars.

CONTINUED NEXT PAGE....

FROM PREVIOUS PAGE...

Now, I appreciate all the hard work you've put in the club, but I think you have to realize that not all of us work on 37/38 Buicks every day and consequently don't think about them on a daily basis. I think that if the members don't send in enough material to publish, then you can simply print a smaller Newsletter or you can stockpile feature material or features on Technical to use in future issues to fill the gaps. I belong to National Woodie Club also and their Club Newsletter often is only 3 or 4 pages long, and only has three or four Ads in it. The rest is filled with Woodie related articles reprinted from another publication, or Woodie related pictures where Woodies are used in ads or movies or whatever. I think the same could apply to our 37/38 Club. Anytime a member saw a 37/38 Buick used in an Ad or movie, he could jot it down to remind you about it the next time he wrote or saw you. Now, I've accomplished 3 things with this letter: #1 I've told you about my '37 Buick & what I'm doing to it currently. #2..I've said what was on my mind concerning the Club & Contributed to the Newsletter...And #3...I've hopefully sparked some thinking caps on some other members to look around for 37/38 related material. Thanks for the opportunity to speak my mind..

Sincerely,
Greg Marshall #148

Dear Greg,

Thanks for Speaking your mind..I hope some other members will be inspired by your letter and take some action too..It is letters like yours that help me make the decisions required to keep over 300 members happy with the Newsletter. It's no small job, but I really enjoy bringing, and hopefully, keeping us all together.

Thanks, *Steve*

REPORT FROM JOHN STEED...SHOW CHAIRMAN FOR OUR 1984 SHOW & SWAP MEET....

Dear Dave,

As you know we sent out over 300 questionnaires regarding the 1984 Show. Although we were not expecting the West Coast members to drive to Springfield, I was very surprised by the response from them, and very disappointed from the members who are much closer... Out of the 324 letters sent out, only 94 people responded to it. Fifty five of those said they could not attend because of distance and only Thirty Five responded they will attend. Fifteen will bring their cars and Five will sell parts. I have no idea why the other 230 members did not respond at all...I assumed they would at least respond with a "no" or some sort of comment to guide us in our decisions, but they did not. Since this was only a preliminary questionnaire with very few details, I feel we will draw a much larger crowd as the details are made definite. I feel we should continue with our plans and hope the members will join in and support it.

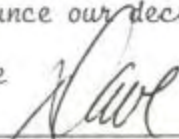
John Steed #132

DEAR MEMBERS....A National 37/38 Buick Show and Swap meet is a very enjoyable and worthwhile event to undertake. It takes a lot of work on the part of a few people to pull off, but I know it will be the most enjoyable event you could ever attend if you are the owner of either of these fine years of Buick. It really bothered me last year when I saw members come 800 miles to the show and our members with-in 100 miles couldn't make it.

FROM LAST PAGE...DAVES RESPONSE TO JOHN STEEDS REPORT ON THE '84 NATIONAL 37/38 BUICK MEET.

I don't expect members from the west coast to drive 2,000 miles for a week-end and really didn't expect members from the east coast to drive 800 miles either, Although it was fantastic that some of them did..My real hope was that from the 200 members we have in the mid-west, we would at least draw a hundred or so from them. We have made an excuse for last year saying we Advertised too late, the show was too late in the year and all sorts of excuses to explain the low turn out. Although the response to the questionnaire show more interest than last year, I am still wondering if there is enough interest. It is for this reason I am holding off on the decision to have a National this year or not. I feel we need more input from the members before the decision is made. Please send in your questionnaires if you have not done so..I will hold off on making the final decision until March 1, 1984. If the members don't respond by then, we will not have our second meet. Please, only the people that have not answered their letter reply..I'll announce our decision in the next Newsletter.

Dave



TECHNICAL TIP SUBMITTED BY..JOHN CHUPPA #196

Hi Dave,

On your article about 12 volt radios for 37/38 Buicks I thought I would let the members know what I did to solve the problem with my '38.

I could not find a radio that would fit inside my original case so I decided to start from scratch. I made a carriage that was hinged at the firewall to mount the new radio on. After attaching the new radio to the plate I simply raised the carriage plate up and bolted it to the back of the dash to hold it in position. I then used flexible cables to attach the original 38 dials to the new radio. The use of a voltage Inverter allows the use of the 12 volt radio and a 6 volt battery system. With out looking under my dash, it appears my Buick is 100% original with the original 38 Dials and knobs. If any of the members have any questions on my change over they can call me after 6:00 P.m. and I will try to answer their questions. My Phone is 216-232-6991.

RADIO REPAIR SOURCE...TIP BY ROLLAND McKENZIE #335...

Dear Dave,

After reading your article in the last Newsletter I thought I would drop you a line about a fellow who does excellent repairs on old car radios. He has been doing this for many years and is quite reasonable. He is doing my radio now and I thought some of the other members might want to try him too. His name is;

Ray Wood Radio Service
2303 E. 5th Street
Anderson, Indiana 46012
317-642-8186





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

MAIL

1937/38 Buick Club
3825 South Second St.
Springfield, Ill. 62793

Dear Dave:

I read with interest your editorial in Vol. II, Issue 5. As with any club, there are very few workers in proportion to 'the rest', but with the 37/38 Buick Club, because it is spread across the U.S., Canada, and other countries, it is even more difficult to bring in the help. As I too have been president and newsletter editor of our own local club, I can sympathise with your dilemma, of trying to get members to submit articles, but I think you have to accept the fact that only a certain amount of material will come in, and you go with what you've got without continually belaboring the point. I think we also have to realize that the 1937 & 1938 Buick is a very limited subject, and that there is only so much new information available. My suggestions, for what they're worth, are as follows:

1. Set a publication deadline (advertised in advance) and print what you have at deadline time. In 1982, members paid for 12 issues and got 10. In 1983 we paid for 9 and got 5. If the newsletter is not published regularly, I think the membership will start to decline. -- If you only have two pages to print, send out two pages!! The members will soon get the point.
2. Go through the roster each month and send out a form letter to a dozen or so members personally asking for a story on their car. Give them a sample or form to fill out requesting information on their project to get them started. The Canadian McLaughlin-Buick Club uses this technique and it works very well.
3. Take into consideration the fact that most of us are many miles from Detroit and have little or no access to any Buick technical data or manufacturing facilities. How about trying to recruit a story from someone who used to build Buicks back in '37 & '38??
4. Keep trying and keep a positive attitude. You are to be commended for organizing and running this club single-handedly and I can understand that it is a big responsibility. Is there not someone in your area that can assist you with the publication?

Richard Parkes #169

Thanks Richard..I would very much like to hear from other members their comments along these same lines..How about some help from out there????

Dave

Below is an Indexing File submitted by Glenn Seymour #345. It is a super fast way to find information quickly from our past Newsletters. Thanks for the special effort Glenn..

Dave *Law*

1937-38 BUICK CLUB NEWSLETTER 1982 Subject Index Vol. I Nos. 1-10

Accessories:

<u>No.</u>	<u>Page(s)</u>	<u>Title</u>
4	25	1938 Buick Approved Accessories
8	24	Buick Factory Approved Quality Accessories
9	29	1938 Equipment, Accessories, Colors & Prices

Professional Buick Vendors:

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2	10-11	Buick Vendors List
3	5	Buick Vendors
3	14	Buick Vendors
3	16	Buick Vendors
5	25	1937-38 Series 40 Door Sills
4	22	1937-38 Front Floor Mats
3	16	Penn Ball Bearing Co. offer
5	18	Rumble Seat Restorers in Canada
3	10	Runningboard Covers
4	20	Steering Wheel Replacements
5	22	Window Channel

Color/Trim Information:

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7	19	1937 Buick Colors-Trims-Models
4	10-11	1938 Color Combinations
3	7	1937 Interior Color Information
5	16	1937-38 Paint Combination Chart
5	17	Trim Combination Chart

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6	17-19	Buick 8 Second & Third Series Engine Parts Interchange
9	8-9	1938 Buick Literature
3	24	1937 Buick Railway Inspection Vehicle
2	7	1937 Dealer Service Bulletin Reproduction Offer
10	26-27	Hill Holder or No-Roll Device
10	24	1938 Model Weights & Prices
3	7	1937-38 Trunk Mat Serial Numbers
10	25	A History of the Sidemount Spare

Production/Registration Information:

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Technical Tips:

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		Brakes:
1	10	Brass Sleeving of Wheel & Master Cylinders
9	27	Front Brake Hose Wear, 1937 40-60
4	15	Raybestos Brake Parts Interchange
5	14	Upgrading Brakes on 1937-38 Buicks 40 & 60
9	25	Automatic Choke Diagram
8	26-34	Automatic Choke Operation & Assembly
		Carburetor
9	28	Marvel Carburetor Adjustments, 1937-40
8	25	Marvel Carburetor Serial Numbers for 1937
8	25-26	Stromberg Carburetor Serial Numbers for 1937
9	27	1937 40 & 60 Door Replacement
1	10	1937-38 40 Babbit Rod Conversion
6	21	1937 40 Engine Adjustments
6	20	1937 80 & 90 Engine Adjustments
6	22	1937 60, 80 & 90 Starting & Lighting; Carburation; Valves; Cooling, Fuel & Oil Supply; Timing; Spark Plugs; Coil
6	23	1937 40 information same as above entry

INDEXING ON TECHNICAL INFORMATION FROM PREVIOUS PAGE...

<u>No.</u>	<u>Page(s)</u>	<u>Title</u>
7	22	1938 40 Engine Adjustments
7	21	1938 40 Spark plugs; Coil; Ignition; Timing; Starting & Lighting; Valves; Carburation; Cooling, Fuel & Oil Supply
7	23	1938 60 information same as above entry
7	25	1938 80 & 90 information same as above entry
7	24	1938 60 Engine Adjustments
7	26	1938 80 & 90 Engine Adjustments
4	14	Internal Engine Upgrading for Series 40, 60, 80 & 90
9	11-12	Engine Upgrading of Pistons & Connecting Rods
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6	16	1937 Hood Rest Repair tip
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1982 Membership Rosters:

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2	17-20;24	Membership Roster (alphabetical)
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4	26-28	Roster #1-#164
4	29	Membership Roster State Breakdown
5	28-29	Roster #165-271
6	30	Roster #272-#317
7	28	Roster #318-#334
9	30	Roster #335-353
10	30	Roster #354-#378

Glenn L. Seymour #345
8 Cedar Street
Potsdam, NY 13676

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1937 Buick 1938

A MEMBER SUPPORTED
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PROUD 1937 OWNERS

MARTIN ZIMMERMAN's 1937 SERIES 41 BUICK SPECIAL...

Dear Dave,

I bought my Buick in October 1981. I first saw the car at Hershey. I then made a call to Frederick, MD. about the Buick. My wife and I went to Maryland to look at it again. Being quite sure that I would bring the car home with me, I took my trailer along. The first year I had it, I took it to a few shows, but didn't do too well. I then decided to repaint the car, taking off all the old paint down to the bare metal. Since then I also replaced all the rubber around the windshield, rear windows, front vents and also replaced some window glass and rear vent glasses. I have replaced the hub caps and runningboard moldings. I am now in the process of getting the grills, rear vent wings and headlight rings rechromed. I also have made plans to get the Runningboards recovered this winter. My next project will be to re-do the trunk area. I am seeking the original material to do the trunk sides and the original matting for the floor of the trunk. The inside of the car was redone when I bought the car, but doesn't have the original material. I also discovered that I have a 1938 Front Bumper on the car that is in mint condition that I would like to trade for a '37.

Martin Zimmerman #377



1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

MEMBER CARS

Mike Eagleson's 1937 80C ROADMASTER CONVERTABLE....

Dear Dave,

Here's my story..as requested..Enclosed are photos taken at my house of two 1937 Buick Roadmaster Convertable Phaetons. The photo on the left is the car my father purchased around 1940. I have baby pictures of myself at the wheel. I took this photo in August 1959 (Sidemount Covers were in the garage at the time, which I fortunately still have, along with the original sunvisors, which fell off.) About August 1962, my Dad gave her away..Free. to the local junk man. The neighbors were complaining to the town about an "Attractive Nuisance". I was a foolish 19 year old at the time and was not persuasive enough to stop the demise. I always regretted this mistake, and much older now, I am searching for an "affordable" exact replacement '37-80C. The photo on the right was taken in December 1982 and is the same house and driveway, except it is a picture of my car I am currently working on. She isn't very pretty with the goodies stripped and stored inside, but she is a genuine 1937 Buick 80C and she's mine. I'd love to know if my Dads old car somehow was purchased and survived Guys Auto Wrecking, Montclair, N.J. in Aug 1962. I'll correspond with all fans who love or have this model Buick. I could sure use some help and advice, plus Interior and Window parts. My dream is to someday have my car at the 37/38 Buick Club Meet.

Thanks Dave,
Mike Eagleson #397

PROUD 1937 OWNERS



WHEN BETTER AUTOMOBILES ARE BUILT -- BUICK WILL BUILD THEM



1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

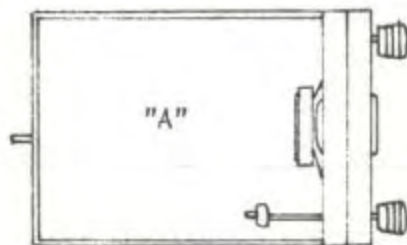
TECHNICAL ARTICLE SUBMITTED BY DAVID BYLSMA #117...UPDATING YOUR 37/38 BUICK RADIO....

"A"...

#1 For your first step, open up the bottom of your original Buick Radio and remove everything, with the exception of the knobs. This will leave a nice open chamber ready to accept the new radio. This also is a good time to clean the case and repaint it.

#2 Next go to an electronic's shop and match up a speaker that will fit in the original location. Leave the speaker out until last to avoid any damage during the change over.

#3 The inside width of the original radio is 6 5/8". Try to find a radio which will just fit into this width. I used a 6 volt Volkswagon which was perfect. You could use a later 12 volt radio if you can find the correct size, but you will then need to buy a Voltage inverter so it will work on your 6 Volt system. You can save some money by using the 6 Volt V-W if you can find one.

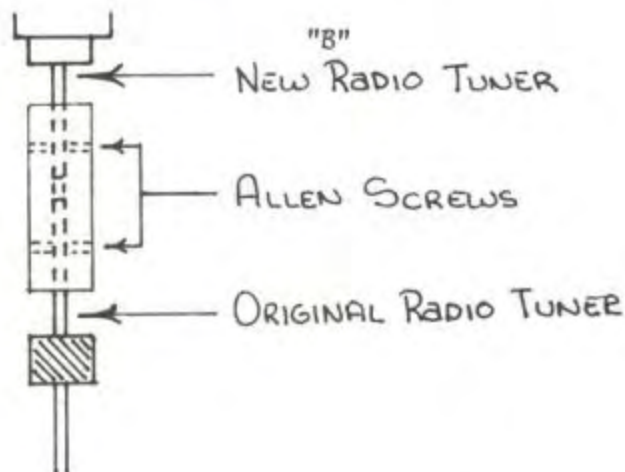


EMPTY CASE READY FOR NEW RADIO.....

"B"

Now that you have your new radio to put in the original empty case, you need to make an adaptor to connect the original tuner cable to the new radio. You will have to fabricate this adaptor using an allen screw to secure each end. See Illustration Below.

TUNER ADAPTER



ILLISTRATION "B" SHOWING TUNER ADAPTOR CONNECTION POINT

TECHNICAL ARTICLE....PAGE #2..UPDATING YOUR 37/38 BUICK RADIO...

"C" To get the position of where to put the new radio inside the box, just put it inside so that the original tuner cable and the new radio shaft touch each other. You are now ready to attach your fabricated adaptor to attach the two together. When you are sure the two line up properly, you can now permanently secure the new radio inside the old case. Now that you have the new radio in position it is time to make the connection for the volume control. Remove the volume control from the new radio and compare it with the original volume control. On the new radio I used, the front of the volume switch did not have threads, so I had to take the front of the original switch and mount it onto the front of the new switch. See Figure "D". After the new switch is mounted into the original radio's position, new, longer wires, will have to be run from the volume switch to the new radio.

After that is finished all that is left is to run a hot wire into the new radio and run the antenna wire in. You may also run a wire in if you have the optional Buick Speaker. Good Luck with the project, It is really easier than it sounds..

David Bylsma #117



ILLUSTRATION "C" V-W RADIO INSTALLED INSIDE OF ORIGINAL 37/38 BUICK CENTERLINE RADIO CASE... TOTALLY CONCEALED..

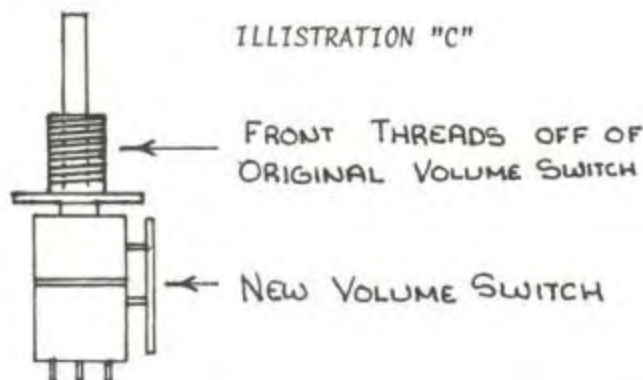


ILLUSTRATION "C"

ORIGINAL THREADED PORTION OF ORIGINAL SWITCH PUT ON V-W VOLUME CONTROL...

It all began in the late 1930s. We were climbing out of a depression and digging our way into a war. Enrico Fermi was uncovering the mysteries of the atom. *Gone With the Wind* had just been made into a film, and FDR was well into his second term as President. In Roswell, New Mexico, a college professor named Goddard was experimenting with something called a liquid-fueled rocket. In Detroit, Michigan, two young men, Bill Mitchell and Gene Bordinat, were stepping on the bottom rungs of ladders that would make them the top automobile designers for General Motors and Ford. In 1939 they were both working for the man who put that profession on the map, GM's Harley J. Earl. Earl had the envious privilege of driving to work in a brand-new special car that was the wildest thing on the road, bar none. It was called, simply, the Y-Job.

"I was completely amazed by the car," says a designer who then was new to the firm's styling section. "For that time, it was fantastic." Built in 1938 and put on the road in 1939, the Y-Job had tremendous impact on auto design at several levels. It directly inspired the design of the 1942 Buicks, inside and out. With their low, sweep-fendered lines and wide grilles, these Buicks set the pace for GM's postwar cars and, in fact, for all American automobiles. It all started with the Y-Job, which still looked so sharp in 1948 that a wire service reporter, spotting it by chance on the streets of Detroit, spread photos of it across the country identified as a sneak preview of the 1949 Buick!

The styling chain whose first link was with the Y-Job extended even further. In Italy, after the war, Piero Dusio, a wealthy businessman and car enthusiast, owned a '46 Buick. Instructing the men who were to design a body for a car he wanted to build, Dusio said it should look like a wider, lower version of the Buick, whose lines he liked very much. The designer was Pininfarina, and the car was the Cisitalia coupe—the gemlike creation that formed the foundation for all the finest postwar sports-car shapes and styles. By then the Y-Job was semi-retired, pushed out of the spotlight in 1951 by a new generation of dream cars, the LaSabre and the Buick XP-300. Neither, however, was as profoundly influential as this long, black roadster with the curious name.

A giant of a man, both physically and professionally, Harley Earl had just begun to establish his styling section at GM in the late 1930s, under the protection of the head of the company, Alfred P. Sloan Jr. One of the GM divisions that was most

receptive to his styling ideas was Buick, which had been directed since 1933 by a super-salesman, Harlow H. Curtice. In 1936 the Flint-based division acquired an enthusiastic new chief engineer, Charles A. Chayne. These were men who knew what Earl was talking about when he proposed radical changes in the shapes of future Buicks.

Earl turned to Buick late in 1937 when he needed support for the construction of a radical special car, one that would serve two purposes: It was to be a trial horse for some new car styling ideas, and it was also to be a personal car for Harley Earl, a supreme showman who knew how to publicize both his business and himself. "I want a nice little semi-sports car," Earl told a small cadre of designers, "a kind of convertible." He wanted it as low as possible, recalls Vince Kaptur Sr., on whose years of experience Earl relied to bring his ideas to life.

"We were always working with X-cars, for experimental," remembers Kaptur, "and this job was one step beyond that. We just called it the Y-Job." Kaptur was in charge of the body engineering of this one-off car, with assistance from John Parks on the machinery details. George Snyder, an exceptionally capable stylist, was the man who interpreted Earl's desires and drew the lines that defined the Y-Job.

The creation had a classically tapered nose and modified boat-tail rear deck, blended together in a sleek central fuselage unmarred by moldings or running boards. Blended into the main form, in a manner that looks smooth and simple

now but was exceptional then, were firmly-tapered front and rear fender forms. Skirts were integral with the fenders at the rear, as emphasized by the fine chrome striping covering them, and the bold vertical trailing edge of each fender was new, a subtle precursor of the finned era.

The front-end design of the Buick-based Y-Job broke completely away from any semblance of vertical orientation. Instead, the grille was entirely horizontal, with a pleasing rounded contour and vertical bars that were both inspired by the grille of the just-introduced 1938 Mercedes-Benz W154 Grand Prix car. The grille was given center stage, too, by a novel hidden-headlight system. In front of each light was a circular lid split horizontally so its two sections could blink open, up and down, like eyelids. They opened electrically whenever the lights were switched on. Echoing the grille shape on the original Y-Job were the flared tips of the fenders. At first it had bumper guards like those that were introduced on 1941 Buicks, and the basic bumper shape appeared on the '42 models. After the war, the car was fitted with stock 1946 Buick bumpers, which it still has.

No lightweight, with its steel body and chrome-plated bronze brightwork, the Y-Job rolled on a 1938 Buick Century chassis with a 126-inch wheelbase. That was Buick's first year with all-coil suspension and an improved straight-eight engine—"Dynaflash" in the jargon of the era. From 320 cubic inches it developed 141 bhp at 3600 rpm. Early in its career, the Y-Job was equipped with a prototype of the Dynaflo torque converter transmission that became a Buick option in 1948. This roadster measured 208 inches in length, 74 inches in width and 58 inches in overall height—very low for its time.

The Y-Job's dash also was a pacesetter for future Buicks, with its central speedometer, clear round dials and minor controls built into the decorative bars across the radio speaker grille. The seat was a pleated bench design, and the big accelerator pedal had its heel deeply recessed into the floorboard to give extra legroom for the lanky Earl. Two of the dash switches were pushbuttons controlling another pioneering feature of the Y-Job: electric power windows. Another pair of pushbuttons operated the convertible top. This was also electric, a complicated machine that automatically raised

1938 Buick "Y" Show Car

CONTINUED NEXT PAGE

PART #2...A VERY SPECIAL 1938 BUICK SHOW CAR...SUBMITTED BY MARIO BALLERINI #97...



1938
Buick

and lowered the rear-deck cover while the top was moving up or down.

Cranks worked the opening quarter-windows in the doors. The only other inside door controls were lock buttons and a pushbutton that opened the door. This and a similar button on the outside of each door opened the latch electrically. It was rigged so that an extra-hard push would open the door latch mechanically if the electricity went out on strike. To open the rear deck you turned a key in a lock at the back, causing a flush-fitting handle to pop out. Turning that opened the tapered lid, which uncovered a spare tire and little room for anything else.

Of two novel chassis features tried in the Y-Job, one was successful—power steering, a Bendix unit built according to the designs of Francis W. Davis. Buick was the first GM division to get excited about power steering's potential. It had made firm plans to introduce it as an option on the '42 models but two gentlemen named Hitler and Tojo caused second thoughts about that. Not until the 1950s did the Y-Job's power steering become widely available.

Another experimental system didn't make the grade. This was a novel drum brake that used a bladder, instead of the usual cylinder, to press the linings against

the drum. A derivative of a brake design that had worked in aircraft, it was a flop in the Y-Job. When it worked, it didn't slow this heavy car very effectively, and the bladder also could burst and put the brakes right out of commission. That happened once in Georgia to Leonard McLay, whose job it became after the war to keep the Y-Job rolling. One reason these brakes were tried was that the Y-Job had 13-inch wheels, miniscule by 1938 standards. The wheel discs had louvered slots intended to help cool the brakes, and the tire size was 7.00 x 13.

The significance of the Y-Job lay in its overall proportions. During the 1930s, Earl had led the fight to move the automobile's passenger compartment forward, where it would be better placed between the wheels, and downward. Unlike the classic roadster, which was all hood, the Y-Job had a rear deck that was longer than the hood. In the major auto companies it set a trend toward shorter hoods and longer rear decks that prevailed until the early 1960s. Always intrigued by aircraft, Earl was certainly influenced by their proportions in his successful drive to transform the profile of the automobile. Since then, of course, cars like the Mustang and the Grand Prix have led the return to the more spectacular but far less functional long-hood look.

There was no glamorous press in-

roduction for the Y-Job. (If there had been, they'd certainly have changed the name!) For this glossy-black special car, there was no round of motor show appearances. Weathered in by the gloom of a depression and the lowering clouds of war, America wasn't much interested in auto shows when the Y-Job was completed in 1939. It became instead a sales tool for Earl, who put many miles on it during and after the war years at his homes in Grosse Pointe and Florida.

With the Y-Job as his springboard, Earl succeeded in the 1940s and early 1950s in transforming the shape of the American car. He had help from Harlow Curtice, who rose from the top job at Buick to the presidency of GM, and from Charles Chayne, who became GM's vice president in charge of engineering. They worked as closely with Earl in crating the GM cars of the 1950s—some of the best and worst General Motors automobiles of all time—as they had in the building of Earl's first dream car. Looking mature and elegant, like a diplomat in a tuxedo next to a race track tout in a zoot suit, the Y-Job was rolled out in 1951 for comparison with Earl's next dream machine, the Le Sabre. An avalanche of dream cars was about to emerge from GM's shops and studios. Every one could trace its parentage to this proud black classic roadster. ■

"THE CAR BARN" SUBMITTED BY DICK PARKS #169.....

You've probably all heard the stories about finding a car in a barn; but in this case it is true, and there were two cars in the barn. --While surveying in a rural area of British Columbia (Canada) in the Summer of 1968, we came upon an abandoned homestead in which the farmhouse had burned down, but several outbuildings remained. In the largest building, a cedar log barn, two '38 McLaughlin-Buicks stood side by side, both complete and original. At the time I was attending university and therefore temporarily forgot about them as the vintage car bug hadn't bitten yet.

In 1974 I moved back into the Kamloops, B.C. area and thought it was about time to get busy on an antique car, so I set out looking for those '38 Buicks. After several unsuccessful attempts, I eventually found the old farm again, but only one Buick was left. It ^{took} several more days to find the owner of the property and when I did he said, "Take it away!" (That was the start of my Buick collection; - I now have 10 Buicks and McLaughlin-Buicks ranging from 1926 to 1969.)

Although the '38 Special sedan was hauled home a few days later, work has only progressed sporadically over the past 10 years. It turned out that many parts had been pirated off my Buick for the other one which was removed from the barn some years earlier, so parts hunting is still continuing. One interesting thing about the car was that, at first, I couldn't tell if there was a motor in it as the pack rats had filled the entire engine compartment right up to the top with nuts, bolts, rocks, seat stuffing and anything else that was moveable by the little critters. I was very pleased to find a complete engine under all that mess.

For my American friends, I should mention that by 1938, the Canadian McLaughlin-Buick had evolved into almost the same car as the U.S. Buick. Although there were still small differences between the two, the main distinguishing features were the wheels & hubcaps, front suspension bits, differential, trim, colors, and upholstery fabrics.

To date, the entire car has been dismantled and the chassis and running gear have been totally rebuilt. I've had some fun driving it around with an apple box sitting on the frame. The body has recently been replaced on the chassis but it is not bolted down for good yet. -- --I'm having some problems refitting the doors; - Funny how they all fit perfectly when I took them off! Another interesting wrinkle about the car is that I found out that it originally belonged to my fifth grade teacher! Funds permitting, I hope to have it back on the road within the next year or so. I should point out that the 37/38 Buick Club has been instrumental in locating many parts for the car that I have been trying to find for years. - Long live the 37/38 Buick Club!

PICTURES ON FOLLOWING PAGE.....

1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNERS

"THE CAR BARN" PHOTOS FROM DICK PARKS #169
STORY ON PREVIOUS PAGE...



VALVE-IN-HEAD
Buick
WHEN BETTER AUTOMOBILES ARE BUILT • BUICK WILL BUILD THEM
MOTOR CARS

DON LOBNER'S 1938-46 COUPE

Ever since I was about 10 years old I wanted a 1938 Buick. A friend of my brother had one and I thought it was the neatest thing in the world. I would look in the want ads and wish I had enough money to own one.

Almost three years while driving to work I saw one for sale. I talked to the owner and we agreed on a price. I thought O'Boy, this car is almost all finished, just a little work and it will be like new.

I started on my new project. It had no interior so I had it upholstered & the seats redone. I then removed the Dash & Window Trim and sent them off to be woodgrained. That was enough for the inside so now it was on to the outside. I wet sanded the paint, Spot painted where it was necessary, removed the runningboard covers and installed new ones. I then installed the original 16" Wheels and a new set of Whitewall Tires. The engine had low oil pressure, so off came the pan. The Shims on the rods and mains were all removed so there was only one thing to do. Out came the motor. The cylinder walls were worn .015 and the crank needed turned, so I had the engine bored .030 and had the crank turned. I used the rods from a 1950 special which are the insert type rods, and had my old main bearings re-babbitted to .010 undersize. I used the Valve train from the 1950 also so I could convert to Hydraulic lifters. The Oil Pump from the 1950 was larger, so I also used it and retained the suction bell from the '38. The next step was the rear end. I converted the standard 4.40 to 1 Special gears to the 3.90 to 1 Century gears which make the car perform much better. I am almost finished with my "Almost Finished" Buick. After three years of work & looking for parts from Hershey, Pa to Oklahoma, Missouri Etc Etc. It's well worth the effort because you get to meet a lot of nice people and see a lot of beautiful country.



Don Lobner #378

An open letter to the Members of the 37/38 Buick Club from the Chicagoland Chapter of The B.C.A....

Gentlemen; I understand that at your meeting the other night that there was a discussion about your memberships in the 37/38 Buick Club. I understand (second hand) that you are all very un-happy with the way I am running our Club. You feel you are being taken advantage of and have been cheated out of your dues because of the late Newsletters. Before you call the kettle black I would just like to tell you a brief story about my experience with the Chicagoland Chapter of the B.C.A. which began about four years ago. When I first was bitten by the "Buick Bug", I was un-aware of the procedure for joining any Buick Clubs, but after a few inquiries I was given the address of your chapter, so I wrote requesting membership in your Club. After waiting two months I wrote a second time requesting to join. I again waited about thirty days and wrote again...Nothing..until a friend advised me to write the National B.C.A. in California, from which I received an instant reply and joined. I then found out I was eligible to join my local chapter (Chicagoland), so I wrote you for the third time...This time I received a brief answer and was enrolled. For my dues I recieved (every two or three months) a one or two page newsletter telling me about the picnic you all had or about the model cars you were making and about three ads for "Parts For Sale"..

The moral of this story is..If we would both stop complaining and Pitch in and Help... Both organizations would be a lot better off.

Thank You, Dave Lewis, Editor...

Dave

STORY BY...J.A. HAGGLAND #299...CAPE RS AFRICA.....

December we went on vacation, how were we to go? As a joke I said, how about the '38 Buick Model 41. I could hardly believe my ears..100% agreement, with such support, could I dare to differ? As I used this Buick so seldom it is rarely seen, only my close friends know the Buick well. It is a very well cared for '38, was one original owner when aquired, had a genuine 46,000 on the speedometer and now has 50,000. This car is 100% complete and never off the road, and is still very roadworthy.

Well we loaded the trunk to capacity and off we went, no trouble at all. Over the mountain passes in high gear & never a murmur from the motor. Every place we stopped people came to view the Buick, is it for sale? NO! We visited a few friends with older cars on our way up to the Northern Cape. The owners of which could hardly believe their ears or eyes that the motor was so silent. One is only aware of the oil pressure gauge registering. Anyway we had a great time and have a few converts now. After a fantastic vacation we headed south for home. We had a spat of trouble about 500 miles from home, the Buick started to hesitate. Upon inspection I found the fuel filter attached to the carburetor to be filled with black muck. After it was cleaned the Buick performed as only a Buick can. Many moderns had their hoods up as it sure was hot in places. The Buick did not register over 180 degrees at any time. We arrived home safely and decided if possible to repeat the journey during June vacation.. I've now started stripping off the paint and hope to respray the Buick by February. As we've now decided to use the Buick more often as a family outing car, it will not be a mint example.

J.A. HAGGLAND #299

JIMMY CHANGING THAT DIRTY FUEL FILTER...



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Denver, N.C. 28037
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37-46S (7)
715-356-2377 (H)
715-356-5242 (O)
83-B

William Olson #427
842 Mission Hills Lane
Worthington, OH 43085
37-47 (5)
614-436-7579 (H)
614-687-1440 (W)
83-F/C

David Gale #428
c/o Valley Motors
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W. Chesterfield, N.H. 03466
37-80
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603-256-6532 (W)
83-B

Larry McGray #429
248 N. Main Street
Oconto Falls, WI 54154
37-81 (5)
414-846-3424 (H)
414-846-3426 (W)
83-B

Robert Kalman #430
12700 Crimson Ct.
Bowie, MD 20715
37-41 (1)
301-262-5397
83-B

Joe Bieber #431
26078 Merrill St.
Elkhart, IND 46514
37-41 (8)
219-264-0457
83-B

Ronald Stigler # 432
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Limited... Inherit of the Buicks, distinguished to new standards of quietness, and appointed with a luxury far beyond the demands of mere transportation, the magnificent Limited for 1937 nevertheless has a fleetness and mobility which come as a refreshing surprise. Choice of four body styles.

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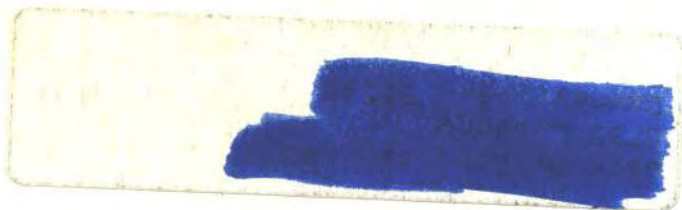
Special... Stepped up this year in everything but price—longer, larger, increased in power—thriller even than its famous predecessor, the Special for 1937 brings Buick ownership within the realm of reality for anyone who yearns to possess a truly great car. There are eight body styles this year.



SEVEN-PASSENGER SPORT SEDAN
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